

**ATTACHMENT D**  
**UNMET NEEDS REPORT**

## **FISCAL YEAR 2023/2024 UNMET TRANSIT NEEDS REPORT**

### **PUBLIC HEARING DATE**

February 22, 2023

March 22, 2023

### **SSTAC MEETING DATES**

April 26, 2023

May 24, 2023

### **Unmet Transit Needs Evaluation and Criteria**

Per the Transportation Development Act (TDA) the definition of "Unmet Transit Need" is "at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or handicap, for the purpose of traveling to medical care, shopping, social/recreational activities, educations/training and employment."

All comments received are reviewed and categorized into one of the following categories:

- Service Request – Extended Service
- Service Request – New Service
- New Amenities
- Operational Issues – Bus Passes and Fares
- Operational issues – Bus Infrastructure or Operations
- Route Connectivity Issues
- Bus Driver Issues
- Informational Issues
- Safety and Shelters

Only those comments categorized as "Service Request – New Service" or "Service Request – Extended Service" meet the definition of an unmet transit need. The comments are evaluated using the Kings County TDA Unmet Need Criteria for "Reasonable to Meet."

- Feasibility: new, expanded or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County.
- Duplication: proposed transit service does not duplicate transit services currently provided by either public or private operators.
- Community Support: proposed transit service has community support from the general public, community groups and community leaders
- Farebox: new, expanded or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required farebox revenue ratio of 15% of the overall system.
- Potential Ridership: there is supporting data to indicate sufficient ridership potential for the new, expanded or revised service.
- TDP Goals: implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service.
- Funding: proposed transit service shall have a reasonable expectation of future demand and available funding on a long-term basis to maintain the service.
- Equity: proposed transit service is needed and would benefit either the public or the elderly and disabled population as a whole.



Based on the information above, staff has categorized and evaluated all of the comments received. The table below summarizes our determination.

**FY 23-24 UNMET TRANSIT NEEDS HEARINGS  
PUBLIC TESTIMONY ANALYSIS  
KINGS AREA REGIONAL TRANSIT**

Public Testimony	# of Requests	Is This An Unmet Need?	Reasonable To Meet?	Reasonable to Meet Requirements			
				Feasibility	Community Support	Potential Ridership	Funding
				Duplication	Farebox	TDP Goals	Equity

**KART Service Requests - Extended Service**

1	Provide evening timepoints on Route 20 to West Hills College in Lemoore for students attending night classes	2	Y	N	N	N	N	N
					N	N	N	N

**SSTAC Recommendation / Operator Response**

The comment reflects a request to extend services which is an unmet transit need that is not reasonable to meet. Staff has evaluated the request and determined that there is no supporting data to indicate sufficient ridership potential for expanded service. Without sufficient ridership, the expanded service cannot generate enough revenue to meet the minimum fare-box requirements.

2	Provide service on Route 17 from Hanford to Valley Children's Hospital in Madera County	1	Y	N	N	N	N	N
					Y	N	N	N

**SSTAC Recommendation / Operator Response**

The comment reflects a request to extend services which is an unmet transit need that is not reasonable to meet. This intercity service comment is out of our service area in Madera County. There are alternate ways of public transportation that will get a resident to Valley Children's Hospital in Madera.

3	Provide extended flex service to late evening hours, Saturday mornings, and Sundays for employees and to provide connectivity to early and late Amtrak San Joaquin trains	1	Y	N	N	N	N	N
					N	N	N	N

**SSTAC Recommendation / Operator Response**

The comment reflects a request to extend services which is an unmet transit need that is not reasonable to meet. Staff has evaluated the request and determined that there is no supporting data to indicate sufficient ridership potential for expanded service. Without sufficient ridership, the expanded service cannot generate enough revenue to meet the minimum fare-box requirements.